

Submission ID: S747DE431

I would like to speak at the hearing

Objection to East Pye Solar Project – Alyson Read

I live in Tivetshall which has Land Parcel 2, 400kv Project Substation, CRC and all associated infrastructure located within the parish.

Since the Pre Exam hearing 15-17th September 2026 I have further researched the DCO, along with listening to the Applicant's responses made at the hearing.

- 1. Transport and Access - Lodge Road Tivetshall St Margaret.** The Applicant refers to Lodge Road as a 'likely and suitable route'. The Applicant has conducted traffic surveys, including Lodge Road.

Traffic reference Link 16

The Applicant baseline AADT 172 vehicles of which 23% HGV (greater than 3.5t).

Scheme use Access/crossing for Sub Site 2B and CRC2.

Future 2029 baseline 182 vehicles/41 HGVs (greater than 3.5t)

A05 highway access and cross during construction and operation. A06 highway access construction only.

Inconsistency: The Applicant records an 0% increase on Link 16. This is nonsensical. Lodge Road is identified for access during all 3 phases of the East Pye Solar Project, then includes a chart indicating there will be no increase in vehicle movements.

I request the ExA should seek an explanation of how A05 and A06 are both intended to be used during construction, including access associated with CRC2, on what routing assumption does Table 11.16 show zero scheme traffic increase on Link 16 Lodge Road?

Applicant relevant documents: APP/6.1.11; APP/6.3.11.1; APP/7.6; APP/7.7; Figures 11.2–11.8; Figures 11.14–11.17; site access drawings in Transport Assessment Appendix C

My objection that Lodge Road is not suitable is based on:

- Lodge Road is a single track rural lane.
- In places less than 2.7m wide.
- No information on the changes necessary to accommodate 2 way construction and decommissioning traffic (presumably large vehicles over 3.5t).
- It forms part of the Rebellion Way cycle route.
- FP10, Prangle Lane Bridlepath BR9, FP8, FP4, FP5, Walk Farm Bridlepath BR7, Restricted Byway (no motorised traffic) RB6
- Lodge Road Tivetshall St Margaret and Frith Way Great Moulton are one continuous route.

- It is lined by 200-250 year old oak trees and other vegetation.
- Lodge Farm, Walk Farm and Chestnut Farm rely on all year access to their agricultural fields.
- It contains the natural tree and hedgerow habitat for all forms of wildlife including nocturnal birds (owls) and bats.
- It is currently a safe route and regularly used for horse riding, carriage driving, walking and cycling.
- The intersecting PROWs supports the hospitality economy of South Norfolk in particular the businesses within Tivetshall, Pulham Market, Great Moulton and other neighbouring villages.

I request the ExA to remove Lodge Road as a likely and suitable route and accept the Norfolk CC Highway proposal that access is restricted to A and B roads and all other routes should be within the site boundaries which are all interconnected.

2. Land Parcel 2A – Solar Arrays

The Applicant stated at the Pre Exam hearing that the East Pye Solar Project would use both ground mounted and tracker panels. Land Parcel A runs alongside Bridlepath BR9. The hedging referred to as mitigation is located outside the boundary of the proposed Land Parcel 2A. As consequence the reality is that users of BR9 including horse riders would be between the existing established hedging and the site boundary fencing. The British Horse Society whilst issuing guidance relating to Solar Farms states it has not evaluated the effect of tracker panels. It is not accepted to use 'links' in submission documents. Therefore I am not able to provide the evidential noise emitted when tracker panels activate movement.

I request that the ExA requires the Applicant to provide a motion tracker panel noise assessment. I subsequently request the ExA to obtain a British Horse Society opinion on the effect on the safety risk to horses and riders.

3. 400kv Project Substation Tivetshall St Margaret (also referred to as South of Great Moulton)

During the Pre Exam hearing the Applicant failed to confirm whether the project substation would be air powered or gas powered and this was the reason for not identifying more detail on the precise location or any other details.

The Applicant in response to my specific question supplied me with the following note:

- Examination Library on PINS Website
- Document AS-009 - Environmental Statement
Volume 2, Figure 7.7
- Use this to find view point location
- APP-137 Appendix 7.6 - Visualisations BESS
- APP-138 Appendix 7.6 - Visualisations Site 1
- Use viewpoint from Figure 7.7 to find
corresponding Visualisations of Site from
this view.
- Submit additional questions for Deadline 1
which The Applicant will respond to.

The documents referred to in this note are photographs of the area mostly with red dotted lines indicating The BESS, etc. I believe the Applicant could have, but chose not to show images with typical air and gas power images projected onto the current field views. This

would enable residents and PROW users to understand the height and scale of the proposed 400kv project Substation.

Researching via Google has revealed to me the following:

The maximum height of standard 400kV transmission project substations in the UK typically ranges between 15 metres and 16.5 metres.

While the surrounding overhead steel lattice pylons feeding into the station are much taller (usually around 45 to 50 metres), the infrastructure within the substation footprint is kept lower to reduce visual impact.

A breakdown of the specific heights for the standard components of a 400kV UK substation project includes:

** Substation Gantries: These are the tallest open-air structures within the compound, used to transition the overhead lines down into the equipment. They are typically up to 15 metres high.*

** Gas Insulated Switchgear (GIS) Buildings: If the project uses an enclosed indoor design rather than open-air switchgear, the steel frame buildings housing the equipment typically reach a maximum height of 15 to 16 metres.*

** Control Buildings: The onsite administrative and electrical control buildings are much shorter, usually keeping to a maximum height of 7 metres.*

** Ground Clearances: For safety against electrical arcing, the bare live 400kV conductors themselves must maintain a absolute minimum ground clearance of 7.6 metres (increasing to 8.1 metres if crossing an internal road).*

I am asking the ExA to request the Applicant provides the details (height, footprint) and likely images of the two alternative designs in order for the impact of a 400kv sub station on land off Station Road to be fully understood.

4. BESS – Safety

The Applicant has referred to safety in the DCO. At the pre Exam hearings I raised the question of the two access routes required by the Norfolk Fire & Rescue service. This summer there have been numerous field fires. A field fire could occur on fields in the vicinity to the BESS (off Station Road).

I asking the ExA to require the Applicant to include in their Safety plans the precautions necessary to protect the BESS site from a field fire on surrounding land.

Thank you. Alyson Read